
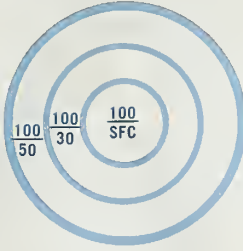
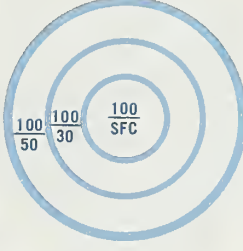


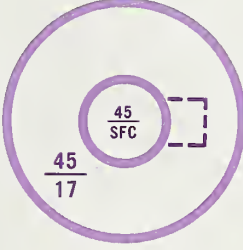


AIRSPACE RECLASSIFICATION AND CHARTING CHANGES FOR VFR PRODUCTS

CURRENT DEPICTION	OCTOBER 15, 1992	SEPTEMBER 16, 1993
<p>TERMINAL CONTROL AREA (TCA)</p> 	<p>TERMINAL CONTROL AREA (TCA)</p> 	<p>CLASS B AIRSPACE</p> 

There are no charting symbology changes. However, beginning on October 15, 1992, the central zones associated with any airport in the Terminal Control Area (TCA) surface area will cease to be charted. The central zones will continue to legally exist until the TCAs became Class B airspace on September 16, 1993. One rule change, effective with Class B airspace, is that the cloud clearance criteria for VFR flight operations is changed to "clear of clouds."

<p>AIRPORT RADAR SERVICE AREA (ARSA)</p> 	<p>AIRPORT RADAR SERVICE AREA (ARSA)</p> 	<p>CLASS C AIRSPACE</p> 
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Beginning on October 15, 1992, the solid magenta line formerly used for Terminal Radar Service Areas (TRSAs) is used for Airport Radar Service Areas (ARSAs). This change will be completed on sectional and terminal area charts by April 1, 1993. Also beginning on October 15, 1992, the central zones associated with any airport in the ARSA surface area will coincide with the ARSA surface area and cease to be charted. The ARSAs will become Class C airspace on September 16, 1993. Any extension of a central zone that exceeds an ARSA surface area will be depicted with a magenta segmented line. The magenta segmented line denotes controlled airspace extending upward from the surface to the overlying or adjacent controlled airspace. Such extensions will become Class E airspace on September 16, 1993. There are no operating rule changes, pilots may continue to operate VFR underneath the ARSA/Class C shelf without contacting air traffic control. On April 2, 1992, TRSAs began to be depicted with a solid black line. The interim conversion will be complete October 15, 1992. TRSAs, as entities, will not become an airspace class on September 16, 1993.

Airspace Reclassification Questions or Comments:

Concerning Federal rules or procedures, contact Bill Mosley, FAA, ATP-230 on (202) 267-9251.

Concerning charting changes, contact NOAA, AFB, Visual Criteria Section on (301) 443-8975 or 8976.

**PENNSYLVANIA STATE
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National Ocean Service

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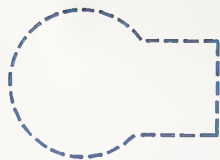
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CURRENT DEPICTION

OCTOBER 15, 1992

SEPTEMBER 16, 1993

CONTROL ZONE



CONTROL ZONES ARE SHOWN ON ALL VFR CHARTS

CONTROL ZONE WITH TOWER



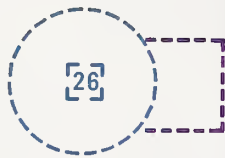
CONTROL ZONE WITH TOWER AND EXTENSION WITHOUT COMMUNICATIONS REQUIREMENT



CLASS D AIRSPACE



CLASS D AIRSPACE WITH ASSOCIATED CLASS E AIRSPACE



These control zones with an operating control tower will continue to be depicted with a blue segmented line. The vertical limit, in AMSL, is now charted in hundreds of feet. The airport traffic area (ATA) and its communications requirement with air traffic control remains until September 16, 1993 at which time, a communications requirement for all aircraft within the Class D airspace is established.

Arrival extensions will either be charted as part of the basic surface area with the blue segmented symbology or as a separate surface area indicated by the magenta segmented line. Communications with air traffic control are not required within the airspace encompassed by the magenta lines, which will become Class E airspace.

CONTROL ZONE



CONTROL ZONE WITHOUT TOWER



CLASS E AIRSPACE



Control zones without an operating control tower will now be depicted with a magenta segmented line which denotes controlled airspace extending upward from the surface to the overlying or the floor of the adjacent controlled airspace; therefore, the vertical limit is not depicted. There are no operating rule changes and such control zones become Class E airspace on September 16, 1993.

CONTROL ZONES WILL NOT BE CHARTED ON WORLD AERONAUTICAL CHARTS (WACs) PRINTED OCTOBER 15, 1992 AND AFTER.

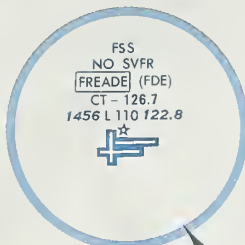
PART 93-FIXED WING SPECIAL VFR FLIGHT

BOX INDICATES PART 93
"NO SVFR" INDICATES FIXED WING
SVFR OPERATIONS ARE PROHIBITED

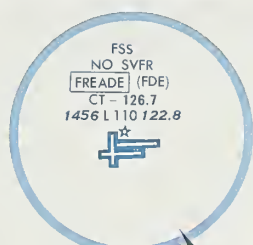
BOX INDICATES PART 93
"NO SVFR" INDICATES FIXED WING
SVFR OPERATIONS ARE PROHIBITED



SURFACE AREA OF TCA



SURFACE AREA OF TCA

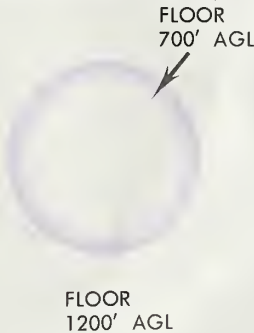
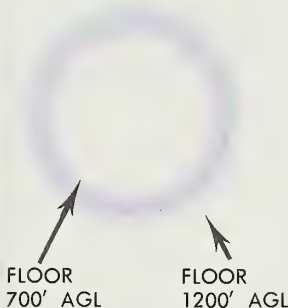


CLASS B SURFACE AREA

CONTROLLED AIRSPACE

CONTROLLED AIRSPACE

CLASS E AIRSPACE



Effective October 15, 1992, the blue vignette (light-blue shaded) line will not be used to depict the 1200 feet or above airspace, unless it abuts uncontrolled airspace. Where the outer edge of the 700 feet transition area (magenta vignette) ends, the 1200 feet or greater area, automatically begins. Effective September 16, 1993, these areas became Class E airspace extending upward from other than the surface. There are no operating rule changes.



This is a new symbology which will be used to depict the boundary of controlled airspace (Class E) with floors other than 700 feet or 1200 feet. This symbology will also be used to distinguish the floors of the domestic offshore areas and the offshore control areas beyond 12 NM of the U.S. coast.

WACs DIFFERENTIATE BETWEEN HORIZONTAL LIMITS OF AIRSPACE, NOT VERTICAL LIMITS. WACs WILL CONTINUE TO USE THE SOLID BLUE LINE FOR DIFFERENTIATING CONTROL AREAS.

UNCONTROLLED AIRSPACE




UNCONTROLLED AIRSPACE

CLASS G AIRSPACE

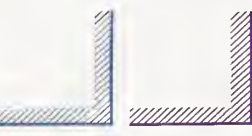
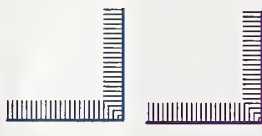
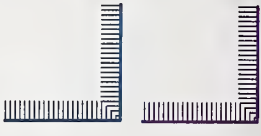
1200' OR GREATER CONTROLLED AIRSPACE

1200' OR GREATER CONTROLLED AIRSPACE

1200' OR GREATER CLASS E AIRSPACE

CURRENT DEPICTION	OCTOBER 15, 1992	SEPTEMBER 16, 1993
AIR DEFENSE IDENTIFICATION ZONE 	AIR DEFENSE IDENTIFICATION ZONE 	AIR DEFENSE IDENTIFICATION ZONE 

The Air Defense Identification Zone (ADIZ) is changing symbology size and color. The ADIZ is not a type of airspace nor will it become a class of airspace.

SPECIAL USE AIRSPACE	SPECIAL USE AIRSPACE	SPECIAL USE AIRSPACE
		

AN IFR INSERT WILL BE AVAILABLE PRIOR TO THE SEPTEMBER 16, 1993 EFFECTIVE DATE OF THE AIRSPACE RECLASSIFICATION.

USE OF OBSOLETE CHARTS FOR NAVIGATION IS DANGEROUS. Aeronautical information changes rapidly, and it is vitally important that pilots check the effective dates on each aeronautical chart to be used. Obsolete charts should be discarded and replaced by current editions. To make certain a chart is current, refer to the next scheduled edition date.

Major changes will occur to the VFR aeronautical charts beginning with the October 15, 1992 editions. Listed below are the first scheduled dates for sectional charts depicting these changes. These dates are subject to change.

SECTIONAL AERONAUTICAL CHARTS

Albuquerque Nov 12, 1992	Ketchikan Apr 29, 1993
Anchorage Dec 10, 1992	Klamath Falls Oct 15, 1992
Atlanta Apr 1, 1993	Kodiak Mar 4, 1993
Bethel Aug 19, 1993	Loke Huron Oct 15, 1992
Billings Apr 1, 1993	Los Vegas Apr 1, 1993
Brownsville Dec 10, 1992	Los Angeles Jan 7, 1993
Cape Lisburne Sep 16, 1993	McGroth Aug 19, 1993
Charlotte Feb 4, 1993	Memphis Oct 15, 1992
Cheyenne Feb 4, 1993	Miami Mar 4, 1993
Chicago Oct 15, 1992	Montreal Apr 1, 1993
Cincinnati Jan 7, 1993	New Orleans Dec 10, 1992
Cold Bay Mar 4, 1993	New York Dec 10, 1992
Dallas-Ft Worth Jan 7, 1993	Nome Jul 22, 1993
Dawson Nov 12, 1992	Omaha Mar 4, 1993
Denver Feb 4, 1993	Phoenix Nov 12, 1992
Detroit Oct 15, 1992	Point Barrow Nov 12, 1992
Dutch Harbor Apr 1, 1993	Saint Louis Nov 12, 1992
El Paso Mar 4, 1993	Salt Lake City Nov 12, 1992
Fairbanks Jan 7, 1993	San Antonio Dec 10, 1992
Great Falls Feb 4, 1993	San Francisco Oct 15, 1992
Green Bay Jan 7, 1993	Seattle Jan 7, 1993
Halifax Apr 1, 1993	Seward Dec 10, 1992
Hawaiiian Is Nov 12, 1992	Twin Cities Feb 4, 1993
Houston Oct 15, 1992	Washington Mar 4, 1993
Jacksonville Mar 4, 1993	West Aleutian Apr 1, 1993
Juneau Apr 29, 1993	Whitehorse May 27, 1993
Kansas City Dec 10, 1992	Wichita Nov 12, 1992

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